





## Auctions.

PUBLIC AUCTION OF  
HOUSEHOLD FURNITURE,  
STREETING GUNS, BICYCLES,  
SADDLERY, ETC.

THE Underigned has received instructions to sell by Public Auction, on  
**SATURDAY,**  
the 18th March, 1897, commencing at 2.30  
p.m., at the Sales Rooms, Duddell Street,  
(For *Sturdy Accounts*.)

A LARGE QUANTITY OF  
HOUSEHOLD FURNITURE AND  
EFFECTS.

Comprising—  
DRAWING ROOM SUITES IN SILK TAPE-  
STRY AND PLEIN, OVERMANTLES, BOOKCASE,  
WHITING TABLE, and DAVENPORT, PIANO  
and TEA TABLES, RATTAN FURNITURE,  
PICTURES, ORNAMENTS, FURNISHINGS, CARPETS,  
SILK, STAIN, CLOTHES, with PLATE GLASS  
BACKS, DINING ROOM SUITES, EXTENSIVE DIN-  
ING TABLES, DINING CHAIRS with CANE  
SEATS and MONGOLIAN COVERS, DINING and  
DESSERT SETS, ELECTRIC PLATE and GLASS  
WARE, CUTLERY, PASTRY BAKERS, and  
SINGLES and DOUBLE IRONS and BRASS  
MOUNTED BEDSTEADS with FITTINGS IRON  
COTS, WARDROBES, PLAIN and with GLASS  
DOORS, MARBLE TOP WASHSTANDS, DRESS-  
ING TABLES and GLASSES, CHESTS OF  
DRAWERS and SUNDRIES, BEDROOM FUR-  
NITURE, BATH-ROOM FURNITURE, RUGS, CAR-  
PETS, ETC., ETC., ETC.

ONE LADY'S SAFETY PNEUMATIC BICYCLE,  
DUNLOP TYRES, IN FINE CONDITION.  
ONE GENTLEMAN'S SAFETY PNEUMATIC  
BICYCLE, IN FINE CONDITION.  
SEVERAL SADDLES and SADDLERY.  
ONE VERY SUPERIOR 12 BORE ENGLISH  
MADE DOUBLE BARRELED GUN IN CASE, by  
T. BLANCH and SON, CHATELAIN.  
ONE FINE FUR COAT, 12 BORE DOUBLE  
BARRELED GUN IN CASE, ST. EXTENSIVE  
SEVERAL FOWLING TICKETS, MATCH  
RIFLES, RAZORS and KATY ARMS,  
ETC., ETC., ETC.

ONE GENT'S BICYCLE, with DUNLOP  
PNEUMATIC TYRES.  
"NEW HOPPER" POPULAR ROOSTER,  
with LAMP, BELL, etc., COMPLETE, IN GOOD  
CONDITION.  
Catalogue issued prior to Sale. On view  
from 10 a.m. to 12 m. the 12th Instant.  
THREE of SALE—Cash on delivery.  
GEO. P. LAMBERT,  
Auctioneer.

Hongkong, March 9, 1897. 477

## TO-day's Advertisements.

TO LET.  
HOUSE IN BELLIOS TERRACE,  
30 DOWNS IN DUNDRELL STREET.  
Apply to  
BELLIOS & Co.  
HONGKONG, March 9, 1897. 470

NORDEUTSCHER LLOYD.  
NOTICE TO CONSIGNEES  
STEAMSHIP SACHSEN.

THE above-named Steamer having ar-  
rived, Consignees of Cargo are hereby  
informed that their Goods, with the excep-  
tion of Opium, Tobacco and Valuables, are  
being landed and stored in the Godowns at  
the Customs of the HONGKONG AND KOW-  
LOON FREE AND DOCK COMPANY, LTD.,  
Kowloon, whence delivery may be obtained.  
OPTIONAL Cargo will go on to Shanghai  
unless notice to the contrary be given before  
TO-morrow morning, at 10 o'clock.  
No Goods will be admitted after the  
Goods have left the Godowns, and all Goods  
remaining undelivered after the 16th Inst.  
will be subject to return.  
All broken, chafed, and damaged Goods  
are to be left in the Godowns, where they  
will be examined on SATURDAY, the 13th  
Instant, at 3 p.m.  
All Claims must reach us before the 16th  
Instant, or they will not be recognized.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
MELOERS & Co.,  
Agents.  
HONGKONG, March 9, 1897. 481

NORDEUTSCHER LLOYD.  
NOTICE.

STEAM TO SHANGHAI.  
The Co.'s Steamship  
Sachsen,  
Capt. H. SUPPER, will  
leave for the above place  
TO-MORROW, WEDNESDAY, Afternoon,  
at 4 o'clock.  
For Freight or Passage, apply to  
MELOERS & Co.,  
Agents.  
HONGKONG, March 9, 1897. 460

NORDEUTSCHER LLOYD.  
STEAM TO YOKOHAMA, KOBE AND  
NAGASAKI.

(Passing through the INLAND SEA).  
The Co.'s Steamship  
Sachsen,  
Capt. H. SUPPER, will  
leave for the above Ports  
TO-MORROW, WEDNESDAY, Afternoon,  
at 4 o'clock.  
For Freight or Passage, apply to  
MELOERS & Co.,  
Agents.  
HONGKONG, March 9, 1897. 459

NIPPON YUSEN KAISHA.  
TRANS-PACIFIC LINE.  
MONTHLY SERVICE.

FOR SEATTLE, WASHINGTON, VIA  
MOI, KOBE AND YOKOHAMA.  
Through Passenger Tickets and Bills of  
Lading issued for the Principal Cities in  
the UNITED STATES, CANADA,  
and EU. OPE. in connection with the  
Great Northern Railway and Atlantic  
Steamers.  
The Co.'s Steamship  
Yamashiro Maru,  
Capt. F. J. BROWN, will  
leave for the above place  
on THURSDAY, the 11th Instant, at 4  
p.m., instead of previously advertised.  
Special Invoices of Goods for United  
States Points should be in Quadruplicate,  
and one Copy must be mailed by the  
Steamer to the care of the Freight Agent,  
Great Northern Railway, Seattle, Wash.  
For Freight or Passage, apply to  
NIPPON YUSEN KAISHA,  
HONGKONG, March 9, 1897. 458

## Vessels Advertised as Loading.

Destination	Ports	Agents	Date of Leaving
Australian Ports	Taiyuan (s)	Batterfield & Swire	March 12, at 3 p.m.
Australian Ports	Tokio Maru (s)	Nippon Yusen Kaisha	March 26, at 4 p.m.
Australian Ports	Hokkaido Maru (s)	Arndt, Karberg & Co.	March 18.
Australian Ports	Nordestischer Lloyd	Nordestischer Lloyd	March 20, at 9 a.m.
Australian Ports	Batterfield & Swire	Batterfield & Swire	March 13.
Australian Ports	Arndt, Karberg & Co.	Arndt, Karberg & Co.	March 10.
Australian Ports	P. & O. S. N. Co.	P. & O. S. N. Co.	at noon.
Australian Ports	Doddwell, Carhill & Co.	Doddwell, Carhill & Co.	About March 12.
Australian Ports	P. & O. S. N. Co.	P. & O. S. N. Co.	About March 18.
Australian Ports	P. & O. S. N. Co.	P. & O. S. N. Co.	About April 3.
Australian Ports	P. & O. S. N. Co.	P. & O. S. N. Co.	March 11, at noon.
Australian Ports	Messageries Maritimes	Messageries Maritimes	March 17, at noon.
Australian Ports	Nagasaki & Co.	Nagasaki & Co.	Quick despatch.
Australian Ports	Doddwell, Carhill & Co.	Doddwell, Carhill & Co.	March 16.
Australian Ports	Nippon Yusen Kaisha	Nippon Yusen Kaisha	March 11, at 4 p.m.
Australian Ports	Batterfield & Swire	Batterfield & Swire	March 10, at 4 p.m.
Australian Ports	Simsen & Co.	Simsen & Co.	March 10, at 4 p.m.
Australian Ports	Nippon Yusen Kaisha	Nippon Yusen Kaisha	About March 21.
Australian Ports	P. & O. S. N. Co.	P. & O. S. N. Co.	About March 21.
Australian Ports	Doddwell, Carhill & Co.	Doddwell, Carhill & Co.	March 11, daylight.
Australian Ports	Nagasaki & Co.	Nagasaki & Co.	March 12, at noon.
Australian Ports	Yokohama (B.C.) & Co.	Yokohama (B.C.) & Co.	March 17, at noon.
Australian Ports	Shanghai	Shanghai	March 20.
Australian Ports	Doddwell, Carhill & Co.	Doddwell, Carhill & Co.	About March 16.
Australian Ports	Nordestischer Lloyd	Nordestischer Lloyd	March 10, at 4 p.m.
Australian Ports	Batterfield & Swire	Batterfield & Swire	March 16.

## To-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOW, AMOY & TAMSUI.  
The Co.'s Steamship  
Formosa,  
Capt. Ross, will be  
despatched for the above  
Ports on THURSDAY, the 11th Instant, at  
Daylight.  
For Freight or Passage, apply to  
DOUGLAS LARPAK & Co.,  
General Managers.  
HONGKONG, March 9, 1897. 478

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR SAMARANG AND SOERABAYA.  
The Co.'s Steamship  
Shantung,  
Capt. K. LAMBERT, will be  
despatched as above on  
THURSDAY, the 11th Instant, at 3 p.m.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
HONGKONG, March 9, 1897. 404

## Not Responsible for Debts.

Neither the Captain, the Agents, nor  
Owners will be Responsible for any  
Debt contracted by the Officers or Crew of  
the following Vessels, during their stay in  
Hongkong Harbour—

COLONA, American barque, Captain C. M.  
Noyes—Captain.  
EURYDICE, British ship, Captain Jas. W.  
Knox—Captain.  
FALLS OF DEE, British—4-masted shi  
Captain J. H. Lock—Standard Oil Co.  
TAN O'SHANTER, American ship, Captain  
L. D. Smith—Master.  
TOBRISALE, British 4-masted barque,  
Capt. R. Buchanan—Standard Oil Co.

## SHIPPING.

## ARRIVALS.

Ingraben, German str., 894, J. Diefenbach  
son, Saigon March 4, Rice and General.  
WIELER & Co.  
Wong-ko, British str., 1,115, C. Ston-  
ham, Bangkok March 1, Rice.—YVES FAT  
HONG.  
Ask, Danish steamer, 402, H. Hygom,  
Hohow March 7, General.—A. K. MARTY.  
March 9—  
Taishan, British str., from Canton.  
Ancona, British steamer, 1,388, W. D.  
Medley, Yokohama Feb. 28, General.—P.  
& O. S. N. Co.  
Loongmoon, German steamer, 1,245, F.  
Schulz, Shanghai March 5, General.—  
SIEGERS & Co.  
Sabine Rickmers, German steamer, 698,  
J. Sanders, Amoy March 7, Ballast.  
ARNOLD, KARBERG & Co.  
Dante, German str., 1,302, Th. Kipke,  
Saigon March 4, Rice and General.—  
CHINESE.  
Stellen, German str., 3,113, Heinrich  
Supper, Bremerhaven Jan. 27, and Singa-  
pore March 4, Mails and General.—ME-  
LOERS & Co.  
Rohilla, British steamer, 2,216, Francis  
Cole, Shanghai March 6, Mails and Gen-  
eral.—P. & O. S. N. Co.  
Fensong, British steamer, 1,106, W.  
Waddell, Manila March 6, General.—  
JARDINE, MATHESON & Co.  
Agata, German str., 2,000, L. Madson,  
Hamburg and Singapore March 2, Gen-  
eral.—SIEGERS & Co.  
Frodo, Norwegian steamer, 1,092, H.  
Borgesen, Mol March 2, Coal.—MITSU-  
BISHA KAISHA.

## DEPARTURES.

March 9—  
Rosetta, for Shanghai.  
Uts, for Saigon.  
Yokai, for Tamsui.  
Wong-ko, for Swatow.  
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Thales, for Swatow.  
Canton, for Singapore and London.  
Independent, for Tamsui.  
Cheong Kien, for Amoy.  
Phra Nong, for Bangkok.  
Diamond, for Singapore and London.  
Falls of Dee, for Canton.  
Loongmoon, for Canton.

## CLEARED.

Santa Ona, for Yap.  
Nagasaki, for Kobe.  
Gilda, for Rio de Janeiro.  
Kriemhild, for Singapore and Hamburg.

## PASSENGERS.

ARRIVED.  
Per Ingraben from Saigon, 21 Chinese.  
Per Wong-ko, from Bangkok, 18 Chi-  
nese.  
Per Ask, from Hohow, 95 Chinese.  
Per Ancona, from Yokohama, Mrs.  
Hayward Okiki and servant, Messrs C. F.  
Johnson, Wilson, Mack, Tan Ping, Wong  
Man See, and 8 Chinese.  
Per Loongmoon, from Shanghai, Messrs  
T. Taylor, E. Sells, B. Lee, T. Looie,  
Hayward & Chavanna, and 14 Chinese.

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Hayward & Chavanna, and 14 Chinese.

## MEMOS. FOR TO-MORROW.

Shipping.  
Noon.—Tacoma leaves for Tacoma, via  
Japan, &c.  
4 p.m.—Dagbne leaves for Shanghai.  
4 p.m.—Hohenzollern leaves for Japan.  
4 p.m.—Sachsen leaves for Shanghai.

## General Memoranda.

SATURDAY, March 13—  
2.30 p.m.—Auction of Household Fur-  
niture, &c., at Mr. Goo, P. Lammer's.  
Transfer Books of The China Sugar  
Refining Company, Limited, closed  
from this date to 27th March, both  
days inclusive.  
Transfer Books of The Loozon Sugar  
Refining Co., Ltd., closed from this date  
to 27th March, both days inclusive.

SUNDAY, March 14—  
Goods per Rosetta not cleared after 4  
p.m. subject to rent.

MONDAY, March 15—  
Noon.—Meeting of Shareholders of the  
Hongkong Rope Manufacturing Co.,  
Ltd., at the Company's Office, No. 9,  
Praya Central.

TUESDAY, March 16—  
Goods per Sachsen undelivered after this  
date subject to rent.

MONDAY, March 22—  
Noon.—Meeting of Shareholders of The  
China and Manila Steamship Co., Ltd.,  
at the Company's Office, No. 9, Praya  
Central.

ANTWERP, March 27—  
Noon.—Meeting of Shareholders of The  
China Sugar Refining Co., Ltd., at the  
Company's Office, No. 9, Praya Central.

12.30 p.m.—Meeting of Shareholders of  
The Loozon Sugar Refining Co., Ltd., at  
the Company's Office, Praya Street.

## NOW READY.

Vol. XXII.—No. 2.  
'CHINA REVIEW'

## CONTAINS

The Hong Shao or Meao Dialect.  
Supplementary Notes on the History of  
Hongkong, 1882 to 1890.  
Some Most Points in the Giles-Lockhart  
Controversy.  
Mr. Lockhart's Manual of Chinese Quota-  
tions.  
Mr. Parker as a Translator.  
Notes and Queries.  
Coins of the Ta Ching Dynasty.  
Eretria.  
Miscellaneous Notes.  
Collectanea Bibliographica.  
Books Wanted, Exchanged, &c.  
To Contributors.

A. S. WATSON & Co.,  
LIMITED.

## CHEMISTS BY APPOINTMENT.

## ESTABLISHED A.D. 1841.

MANUFACTURERS  
OF  
Aerated Waters.

OUR AERATED WATER FACTORY is fitted  
with the best English Machinery, embody-  
ing the latest improvements in the trade.

The Finest Ingredients only are used,  
and the utmost Care and Cleanliness ex-  
ercised in the Manufacture throughout.

The Water used is proved by repeated  
Analyses to be Absolutely Pure.

For Coast Ports, Waters are packed and  
placed in board ship at Hongkong prices,  
and the full amount allowed for Packages  
and Bunkies when received in good order.

Counterfoil Order Books supplied on ap-  
plication.

Our Registered Telegraphic Address is  
"DISPENSARY, HONGKONG."  
And all signed messages addressed thus  
will receive prompt attention.

The following is a List of Waters always  
kept ready in Stock:—

PURE AERATED WATER  
SODA WATER  
LEMONADE  
POTASH WATER  
SALTZET WATER  
LITHIA WATER  
SARSAPARILLA WATER  
TONIC WATER  
GINGER ALE  
GINGERADE

No Credit given for Bottles that look  
dirty or greasy, or that appear to have been  
used for any other purpose than that of  
containing Aerated Waters, as such Bottles  
are never used again by us.

A. S. WATSON & Co., LIMITED.  
THE HONGKONG DISPENSARY.  
HONGKONG, 1897.

## BIRTH.

At the Government Civil Hospital, on  
the 8th March, the wife of G. Mollison,  
Overseer of Works, Public Works Depart-  
ment, of a Son.

## The China Mail.

HONGKONG, TUESDAY, MARCH 9, 1897.

To the observant student of current pol-  
itical movement, the drift of affairs in the  
Far East during the past two years cannot  
fail to be of interest. Before the first  
decisive blow was struck by the Japanese  
at Phang-yang, we predicted that her in-  
terference in Korean politics would not be  
tolerated by the European Powers. Our  
prediction was verified when Russia, France  
and Germany coalesced to prevent Japa-  
nese annexation on the mainland. Since  
then—with the exception of the acquisition  
of Formosa, the rich and beautiful, and  
the exacting of a substantial indemnity  
from China—Japan has gained comparatively  
little from her conquest of Korea.

China, whilst, on the other hand, she has  
soured the watchfulness of other Powers,  
who in their own interests, will endeavour  
to keep her in check should she adopt a  
more aggressive policy in Eastern Asia and  
the Pacific. By securing a pronounced pre-  
dominance in the internal affairs of Korea,  
a powerful ascendancy at Peking, and  
territorial advantages in Manchuria, Russia  
has profited most largely from the political upheaval; for the French  
acquisition in the Lower Shan region and  
the railway concessions in South-west China  
can prove of very limited benefit to  
France so long as that country pursues its  
present suicidal Colonial policy. Still,  
France and Russia have something to show  
for their coercion of Japan and protection  
of China. Germany has nothing; and  
unless her statesmen are pursuing a covert  
policy to be sprung upon Europe and Asia  
at some future date, she can hardly con-  
gratulate herself for forming a temporary  
coalition for the aggrandisement of two  
Powers, whom it would be affectation to  
regard as other than mortal enemies. Did  
Germany make a mistake, or is she still  
going to extract material advantages for her  
protection of China? These are natural  
enough questions. We have heard them  
supplemented by another: Why have the  
German cruisers been assiduously sounding  
the waters of Miss Bay? The suggestion  
is that the Germans are anxious to estab-  
lish themselves in South China, and having  
regard to the gains of Russia and France  
it is not astonishing that Germany should  
now begin to show anxiety for her share in  
the spoil. We have no desire to transmute  
the rampant current last year about  
Quemoy. Neither have we any desire to  
arouse a spirit of international jealousy, or  
to give the impression that German in-  
fluence is being brought to bear in such a  
manner as to neutralise the advantages  
Great Britain possesses in Hongkong. It  
is not our intention to create a journalistic  
mountain out of a molehill of fact. But  
there are some persons in Hongkong who  
believe Germany would not look askance at  
an offer of a concession at Miss Bay for the  
creation of a German Colony. Once  
established there, would it not be an easy  
matter, they ask, for Germany to avail  
herself of whatever projects might be  
advised for pushing railways into the in-  
terior of Kwangtung? This is a question  
that affects Hongkong very seriously. If  
Germany had a Colony firmly established  
in the immediate vicinity it is not unlikely  
it would affect this port, but Hongkong is  
in a better position to enter into a contest  
than competing port that would owe its  
creation not to any necessity for increased  
commercial facilities in the neighbourhood  
but to irrational jealousy on the part of a  
trade rival. German statesmen may have  
already made a mistake in joining hands  
with Russia and France, and if they have  
been advised by their allies to seek for  
their gain in South China, it is not likely  
they will commit another mistake by at-  
tempting to establish a rival port at the  
door of Hongkong. Foreign trade  
want as many open ports as possible in  
China, and it is devoutly to be wished that  
other Powers should exert a wholesome in-  
fluence upon China's rulers with a view to  
the throwing open of other ports, instead of  
leaving all the work to the British Govern-  
ment and the British Government; and even if  
Germany goes the length of creating a  
Colony off the coast of China, we believe  
there is room for all, provided the Powers  
co-operate to coerce China into internal re-  
form and to remove the restrictions under  
which foreign trade at present suffers.

NEW PIANO and Organ Repairing Material  
and Machinery just to hand; also the latest  
Music. W. Robinson & Co.

It is stated that, after their next trip, the  
Yokai Maru and the Seiki Maru will be  
the European deck officers, and that Cap-  
tain Connor and Captain Ekstrand, as well  
as their direct subordinates, will be re-  
placed by Japanese. The European engi-  
neers will remain for the time being.  
Nagasaki Express.

The following interesting circular was  
sprung upon the milk consumers of Nagas-  
aki on the 28th Feb. without word or note  
of warning. It is a gem in many re-  
spects.

Mr. Miller, hereby owing the recent  
rise in the kinds of all things in the harbour  
and having been consulted with a view to  
selling of milk from March 1st so un-  
derestimated rates, and we beg to have your  
patronage from time to time. The cup will  
only (one) 30 cts. and over. One bottle  
(4 for 1) 18 cts.

A. S. WATSON & Co., LIMITED.  
THE HONGKONG DISPENSARY.  
HONGKONG, 1897.

At the Government Civil Hospital, on  
the 8th March, the wife of G. Mollison,  
Overseer of Works, Public Works Depart-  
ment, of a Son.

The publication of this issue commenced  
at 7.10 a.m.

The China Mail.

HONGKONG, TUESDAY, MARCH 9, 1897.

To the observant student of current pol-  
itical movement, the drift of affairs in the  
Far East during the past two years cannot  
fail to be of interest. Before the first  
decisive blow was struck by the Japanese  
at Phang-yang, we predicted that her in-  
terference in Korean politics would not be  
tolerated by the European Powers. Our  
prediction was verified when Russia, France  
and Germany coalesced to prevent Japa-  
nese annexation on the mainland. Since  
then—with the exception of the acquisition  
of Formosa, the rich and beautiful, and  
the exacting of a substantial indemnity  
from China—Japan has gained comparatively  
little from her conquest of Korea.

China, whilst, on the other hand, she has  
soured the watchfulness of other Powers,  
who in their own interests, will endeavour  
to keep her in check should she adopt a  
more aggressive policy in Eastern Asia and  
the Pacific. By securing a pronounced pre-  
dominance in the internal affairs of Korea,  
a powerful ascendancy at Peking, and  
territorial advantages in Manchuria, Russia  
has profited most largely from the political upheaval; for the French  
acquisition in the Lower Shan region and  
the railway concessions in South-west China  
can prove of very limited benefit to  
France so long as that country pursues its  
present suicidal Colonial policy. Still,  
France and Russia have something to show  
for their coercion of Japan and protection  
of China. Germany has nothing; and  
unless her statesmen are pursuing a covert  
policy to be sprung upon Europe and Asia  
at some future date, she can hardly con-  
gratulate herself for forming a temporary  
coalition for the aggrandisement of two  
Powers, whom it would be affectation to  
regard as other than mortal enemies. Did  
Germany make a mistake, or is she still  
going to extract material advantages for her  
protection of China? These are natural  
enough questions. We have heard them  
supplemented by another: Why have the  
German cruisers been assiduously sounding  
the waters of Miss Bay? The suggestion  
is that the Germans are anxious to estab-  
lish themselves in South China, and having  
regard to the gains of Russia and France  
it is not astonishing that Germany should  
now begin to show anxiety for her share in  
the spoil. We have no desire to transmute  
the rampant current last year about  
Quemoy. Neither have we any desire to  
arouse a spirit of international jealousy, or  
to give the impression that German in-  
fluence is being brought to bear in such a  
manner as to neutralise the advantages  
Great Britain possesses in Hongkong. It  
is not our intention to create a journalistic  
mountain out of a molehill of fact. But  
there are some persons in Hongkong who  
believe Germany would not look askance at  
an offer of a concession at Miss Bay for the  
creation of a German Colony. Once  
established there, would it not be an easy  
matter, they ask, for Germany to avail  
herself of whatever projects might be  
advised for pushing railways into the in-  
terior of Kwangtung? This is a question  
that affects Hongkong very seriously







## Notices to Consignees.

NOTICE TO CONSIGNEES.  
THE PENINSULAR & ORIENTAL  
STEAM NAVIGATION COMPANY'S  
STEAMER, ROSETTA.

FROM BOMBAY, COLOMBO AND  
SINGAPORE.

CONSIGNEES of Cargo by the above-  
named Vessel are hereby informed that  
their Goods are being landed and  
placed at their risk in the HONGKONG  
WHARF and GARDENS COMPANY'S  
GARDENS at Kowloon, where each consignment  
will be noted out Mark by Mark and  
delivery can be obtained as soon as the  
Goods are landed.  
This Vessel brings on Cargo:—  
From London, &c., ex s.s. India and  
Paragon. From Penang, &c., ex s.s.  
Siam and Siam. From Hongkong, &c.,  
ex s.s. Siam and Siam.  
Optional Goods will be landed here unless  
instructions are given to the contrary  
before 4 p.m. To-day.  
Goods not cleared by the 14th instant,  
at 4 p.m., will be subject to rent.  
No fire insurance will be effected by us  
in any case whatever.  
All Damaged Packages must be left in  
the Godowns and a certificate of the damage  
obtained from the Godown Company  
within ten days after the vessel's arrival  
here, after which no claims will be re-  
cognised.

H. A. RITCHIE,  
Superintendent,  
Hongkong, March 3, 1897. 471  
NORTHERN PACIFIC STEAMSHIP  
COMPANY.

NOTICE TO CONSIGNEES.  
STEAMSHIP TACOMA,  
FROM TACOMA, VICTORIA, YOKO-  
HAMA AND KOBE.

THE above Steamer having arrived, Con-  
signees of Goods are hereby requested to  
send in their Bills of Lading for countersig-  
nature, and to take immediate delivery of  
their Goods from alongside.  
Cargo impeding the discharge of the  
Vessel will be landed and stored at Con-  
signees' risk and expense.

DODWELL, CARILL & Co.,  
Agents,  
Hongkong, March 3, 1897. 465

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.  
FROM CALCUTTA, PENANG AND  
SINGAPORE.

THE Company's S.S. Siam having  
arrived from the above Ports, Con-  
signees of Cargo by her are hereby informed  
that their Goods will be delivered from  
alongside.  
Cargo impeding the discharge or remain-  
ing on board after 4 p.m. of the 9th instant,  
will be landed at Consignees' risk and  
expense into Godowns at East Point.  
No fire insurance will be effected.  
Bills of Lading will be countersigned by  
JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, March 3, 1897. 462

INSURANCES.  
NORTH BRITISH AND MERCANTILE  
INSURANCE COMPANY.  
TOTAL FUNDS AS AT 31st DECEMBER, 1895,  
£12,433,131.

Authorized Capital, £23,000,000.0.0  
Subscribed Capital, £22,750,000.0.0  
Paid-up Capital, £22,500,000.0.0  
Fire Fund, £22,000,000.0.0

HAVING been appointed Agents of the  
above Company we are prepared to  
accept EUROPEAN AND CHINESE RISKS at  
Current Rates.

SHEWAN, TOMES & Co.,  
Agents,  
Hongkong, July 23, 1896. 1547

UNION ASSURANCE SOCIETY.  
(Instituted in the reign of Queen Anne  
A.D. 1714).  
CAPITAL PAID UP, £450,000.  
GUARANTY FUND, £1,800,000.  
TOTAL INVESTED FUNDS EXCEEDED £2,500,000.  
TOTAL ANNUAL INCOME, £260,000.

THE Undersigned, having been appointed  
Agents of the above Society in Hong-  
kong, are prepared to issue Policies against  
FIRE on the usual terms.

HARRY WHOKING & Co.,  
Praya Central,  
1421

Intimations.  
SERRAVALLO'S  
Ferruginous Quinine,  
THE GREAT AUSTRIAN  
Tonic

PERUVIAN BARK  
AND IRON.

Over 300 MEDICAL CERTIFICATES  
Notifying the great strength-giving  
properties and as at the same time being of an  
EXQUISITE TASTE.

Sole Agents for Hongkong:  
A. S. WATSON & Co., Hongkong.  
Hongkong, August 22, 1896. 1702

RIGAUD'S KANANGA  
WATER  
OF  
JAPAN  
(MOUTON)

The most deliciously  
refreshing and invigorating  
it renders the skin  
firm, relieves mos-  
quito bites and imparts a delicate fragrance  
to the face and hair.

RIGAUD'S CHOICEST NEW EXTRACTS  
RECOMMENDED BY  
KANANGA GRACIOSA-  
LOUIS XV. IRIS ELANC  
ASCANTO. IRIS ANDRE  
LUCRECIA. YLANGYANG  
LILAS DE PERSE. PEAU D'ESPAGNE  
BOUQUET APRES. WHITE VIOLETS  
BOUQUET ROYAL. WHITE HELIOTROPE  
ROSE. LILY OF THE VALLEY  
A complete assortment of every other odor.

RIGAUD & Co., PARFUMERS - PARIS.  
Sole Agents for Hongkong:  
A. S. WATSON & Co., Chemists.

## Shipping.

## Steamers.

FOR SHANGHAI.  
The Steamship  
Captain J. SAMUELS,  
will be despatched for  
the above Port on WEDNESDAY, the 10th  
instant, at 4 p.m.  
For Freight or Passage, apply to  
SIEMSEN & Co.,  
Hongkong, March 3, 1897. 470

NORDDEUTSCHER LLOYD.  
NOTICE.  
STEAM TO YOKOHAMA, KOBE AND  
NAGASAKI.  
(Passing through the INLAND SEA).

The Co.'s Steamship  
Toku Maru,  
Capt. H. Blackman, will  
be despatched for the above Ports  
on or about WEDNESDAY, the 10th inst.  
For further Particulars, apply to  
MEYER & Co.,  
Agents,  
Hongkong, March 3, 1897. 459

SHELL LINE OF STEAMERS.  
FOR HAVRE, LONDON & HAMBURG.  
(Taking Cargo at through rates for COPEN-  
HAGEN, STOCKHOLM, NORKKOP-  
ING, GEFLE, DANTZIG AND  
KONIGSBERG, with transshipment  
in HAMBURG).

The Co.'s Steamship  
Toku Maru,  
Capt. H. Blackman, will  
be despatched as above on  
WEDNESDAY, the 10th March.  
For Freight, apply to  
ARNHOLD, KARBURG & Co.,  
Agents,  
Hongkong, February 22, 1897. 375

NOTICE TO SHIPPERS.  
FOR NAGASAKI & VLADIVOSTOK.  
The German Steamer  
Toku Maru,  
Capt. H. Blackman, will  
be ready to load here on  
or about WEDNESDAY, the 10th instant,  
for the above Ports, and will have quick dis-  
patch.

For Freight, apply to  
MEYER & Co.,  
Agents,  
Hongkong, March 3, 1897. 467

CHINA NAVIGATION COMPANY,  
LIMITED.  
FOR PORT DARWIN, QUEENSLAND  
PORTS, SYDNEY & MELBOURNE.

The Co.'s Steamship  
Toku Maru,  
Capt. H. Blackman, will  
be despatched on THURS-  
DAY, the 11th instant, at 3 p.m.  
The attention of Passengers is directed  
to the Superior Accommodation offered  
by this Steamer. First-class Saloon  
is situated forward of the Engine.  
A Refrigerating Chamber ensures the  
supply of Fresh Provisions during the  
entire voyage. A duly-qualified Surgeon  
is on board, and the Vessel is fitted through-  
out with Electric Light.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents,  
Hongkong, March 3, 1897. 373

NIPPON YUSEN KAISHA.  
HONGKONG-VLADIVOSTOK LINE.  
FOR VLADIVOSTOK.  
VIA SHANGHAI, CHEFOO, CHUMU-  
PO, NAGASAKI, FUSAN  
AND JENSAN.

The Co.'s Steamship  
Toku Maru,  
Capt. O. Olsen, will  
be despatched as above  
on FRIDAY, the 12th instant, at 4 p.m.  
For Freight or Passage, apply to  
NIPPON YUSEN KAISHA,  
Agents,  
Hongkong, March 3, 1897. 461

CHINA NAVIGATION COMPANY,  
LIMITED.  
FOR CHEFOO AND NEWCHANG.  
The Co.'s Steamship  
Toku Maru,  
Capt. H. Blackman, will  
be despatched as above  
on SATURDAY, the 13th instant.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents,  
Hongkong, March 3, 1897. 461

CHINA NAVIGATION COMPANY,  
LIMITED.  
FOR YOKOHAMA AND KOBE.  
The Co.'s Steamship  
Toku Maru,  
Capt. H. Blackman, will  
be despatched as above  
on TUESDAY, the 16th instant.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents,  
Hongkong, March 4, 1897. 463

FOR NEW YORK VIA SUEZ CANAL.  
The British Steamship  
Toku Maru,  
Capt. H. Blackman, will  
be despatched for the above  
Port on or about the 3rd April.

For Freight, apply to  
SHEWAN, TOMES & Co.,  
Agents,  
Hongkong, February 4, 1897. 457

FOR SAN FRANCISCO.  
The American Barque  
Toku Maru,  
Capt. H. Blackman, will  
be despatched for the above  
Port, and will have quick dis-  
patch.

For Freight, apply to  
SHEWAN, TOMES & Co.,  
Agents,  
Hongkong, February 10, 1897. 234

NOTICE.  
COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOTS POSTE FRANCAIS.  
STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, PONDICHERRY,  
MADRAS, CALCUTTA, DIBOUTI,  
EGYPT, MARSEILLES,  
MEDITERRANEAN AND  
BLACK SEA PORTS, LONDON,  
HAVRE AND BORDEAUX.

ON WEDNESDAY, the 17th instant,  
at Noon, the Company's Steamship  
OCEANIC, Captain SCHMIDT, will  
leave for SAIGON, SINGAPORE,  
BATAVIA, COLOMBO, PONDICHERRY,  
MADRAS, CALCUTTA, DIBOUTI,  
EGYPT, MARSEILLES,  
MEDITERRANEAN AND  
BLACK SEA PORTS, LONDON,  
HAVRE AND BORDEAUX.

Shipping Orders will be granted until  
Noon.  
Cargo and specie will be registered for  
London as well as for Marseilles, and ac-  
cepted in transit through Messageries for the  
above ports of Europe.  
Shipping Orders will be granted until  
Noon.  
Cargo will be received on board until 4  
a.m. Specie and Parcels not to be  
sent on board. (Parcels are not to be  
sent on board.) They must be left at the  
Agency's Office.  
Consulate and value of Packages are the  
quint.  
For further particulars, apply to the  
Company's Office.  
G. DE CHAMPEAUX,  
Agent,  
Hongkong, March 3, 1897. 445

## Shipping.

## Steamers.

FOR KOBE (DIRECT).  
The Steamship  
Toku Maru,  
Capt. H. Blackman, will  
be despatched for the above Port on or  
about the 12th March.  
For Freight or Passage, apply to  
DODWELL, CARILL & Co.,  
Agents,  
Hongkong, March 3, 1897. 448

FOR YOKOHAMA (DIRECT).  
The Steamship  
Toku Maru,  
Capt. H. Blackman, will  
be despatched for the above Port on or  
about the 16th March.  
For Freight or Passage, apply to  
DODWELL, CARILL & Co.,  
Agents,  
Hongkong, March 3, 1897. 447

THE OREGON RAILWAY AND  
NAVIGATION COMPANY'S  
PACIFIC STEAMSHIP LINE.  
CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1897.  
(Subject to Alteration).  
Chittagong, Saturday, 20th March.  
Taking Passengers and Cargo for UNITED  
STATES AND CANADA at THROUGH RATES.

The Steamship  
Chittagong,  
Capt. H. Blackman, will  
be despatched hence  
for VICTORIA, B.C.,  
and PORTLAND, OREGON, via KOBE  
and YOKOHAMA, on SATURDAY, the  
20th instant. Invoice of Goods for United  
States Points should be in Quadruplicate,  
and one Copy must be sent forward by the  
Steamer to the care of the General  
Freight Agent, Oregon Railway and  
Navigation Co., Portland, Oregon.  
For further information as to Passage and  
Freight, apply to  
SHEWAN, TOMES & Co.,  
Agents,  
Hongkong, March 4, 1897. 450

NIPPON YUSEN KAISHA.  
JAPAN-AUSTRALIAN LINE.  
MONTHLY SERVICE  
(Under Mail Contract).

FOR THURSDAY ISLAND, TOWNS-  
VILLE, BRISBANE, SYDNEY  
AND MELBOURNE.

The Co.'s Steamship  
Toku Maru,  
Capt. E.S. Blackman, will  
be despatched as above  
on TUESDAY, the 26th March, at 4 p.m.  
This Steamer possesses Superior Passenger  
Accommodation and carries a duly-qualified  
Doctor and a European Stewardess.

For Freight or Passage, apply to  
NIPPON YUSEN KAISHA,  
Agents,  
Hongkong, February 23, 1897. 361

FOR NEW YORK VIA SUEZ CANAL.  
The British Steamship  
Toku Maru,  
Capt. H. Blackman, will  
be despatched for the above  
Port on or about the 3rd April.

For Freight, apply to  
SHEWAN, TOMES & Co.,  
Agents,  
Hongkong, March 3, 1897. 457

Sailing Vessels.  
FOR SAN FRANCISCO.  
The 100 A.T. British ship  
Toku Maru,  
Capt. H. Blackman, will  
be despatched for the above  
Port, and will have quick dis-  
patch.

For Freight, apply to  
SHEWAN, TOMES & Co.,  
Agents,  
Hongkong, February 4, 1897. 243

FOR SAN FRANCISCO.  
The American Barque  
Toku Maru,  
Capt. H. Blackman, will  
be despatched for the above  
Port, and will have quick dis-  
patch.

For Freight, apply to  
SHEWAN, TOMES & Co.,  
Agents,  
Hongkong, February 10, 1897. 234

NOTICE.  
COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOTS POSTE FRANCAIS.  
STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, PONDICHERRY,  
MADRAS, CALCUTTA, DIBOUTI,  
EGYPT, MARSEILLES,  
MEDITERRANEAN AND  
BLACK SEA PORTS, LONDON,  
HAVRE AND BORDEAUX.

ON WEDNESDAY, the 17th instant,  
at Noon, the Company's Steamship  
OCEANIC, Captain SCHMIDT, will  
leave for SAIGON, SINGAPORE,  
BATAVIA, COLOMBO, PONDICHERRY,  
MADRAS, CALCUTTA, DIBOUTI,  
EGYPT, MARSEILLES,  
MEDITERRANEAN AND  
BLACK SEA PORTS, LONDON,  
HAVRE AND BORDEAUX.

Shipping Orders will be granted until  
Noon.  
Cargo and specie will be registered for  
London as well as for Marseilles, and ac-  
cepted in transit through Messageries for the  
above ports of Europe.  
Shipping Orders will be granted until  
Noon.  
Cargo will be received on board until 4  
a.m. Specie and Parcels not to be  
sent on board. (Parcels are not to be  
sent on board.) They must be left at the  
Agency's Office.  
Consulate and value of Packages are the  
quint.  
For further particulars, apply to the  
Company's Office.  
G. DE CHAMPEAUX,  
Agent,  
Hongkong, March 3, 1897. 445

PORTS OF BRAZIL & RIVER PLATE.  
ON TUESDAY, the 30th day of March,  
1897, at 9 a.m., the Company's  
S.S. SACHSE, Captain SUPPER, with  
MAILS, PASSENGERS, SPECIE, and  
CARGO, will leave this Port as above,  
calling at Santos and Gago.

Shipping Orders will be granted until  
Noon.  
Cargo and specie will be registered for  
London as well as for Marseilles, and ac-  
cepted in transit through Messageries for the  
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G. DE CHAMPEAUX,  
Agent,  
Hongkong, March 3, 1897. 445

PROPOSED SAILINGS FROM HONGKONG.  
(Subject to Alteration).  
Sachse, Tuesday, March 30.  
Blythe, Tuesday, April 27.  
Pina Haurich, Tuesday, May 25.

ON TUESDAY, the 30th day of March,  
1897, at 9 a.m., the Company's  
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Company's Office.  
G. DE CHAMPEAUX,  
Agent,  
Hongkong, March 3, 1897. 445

## Mails.

NORTHERN PACIFIC  
STEAMSHIP AND RAILWAY  
COMPANIES.

VIA INLAND SEA OF JAPAN.  
THE attention of Passengers is directed  
to the very cheap rates offered by this  
Line to the Pacific Coast and to the In-  
terior and Eastern Cities of the United  
States and Canada, and to Europe.  
HONGKONG TO LONDON, \$400.  
Excellent accommodation. First class  
Table. DINNER and STEWARDS carried.  
HONGKONG TO NEW YORK, \$350.  
The Railroad travelling is second to none  
on the American Continent. Magnificent  
Scenery of the Rocky and Cascade Moun-  
tains. THE YELLOWSTONE NATIONAL PARK  
route. Passengers to Europe may proceed  
by one of the first class ATLANTIC MAIL  
LINERS.

HONGKONG TO TACOMA, \$225.  
Rates of Passage to other Points on ap-  
plication.  
Special rates allowed to members of Ge-  
neral Service.

PROPOSED SAILINGS FROM HONGKONG.  
(Subject to Alteration).  
Tacoma, Tuesday, March 19.  
Victoria, Tuesday, March 23.  
Olympia, Tuesday, March 27.  
Bismarck, Tuesday, March 31.

THE Steamship TACOMA, Captain  
P. A. WILSON, R.N.R., sailing at  
Noon, TO-MORROW, the 10th instant,  
will proceed to VICTORIA (B.C.), and  
TACOMA (Wash.), via KOBE and  
YOKOHAMA.

Through Bills of Lading issued to Japan,  
Pacific Coast Points, and to Canadian and  
United States Points.  
Consular Invoices of Goods for United  
States Points should be in quadruplicate,  
and one copy must be sent forward by the  
steamer to the care of The Freight Agent,  
Northern Pacific Railroad, Tacoma, Wash.  
Parcels must be sent to our Office (with  
address marked in full) by 5 p.m., with  
the day previous to sailing.  
For further information as to Passage or  
Freight, apply to  
DODWELL, CARILL & Co.,  
General Agents,  
Hongkong, March 3, 1897. 422

THE Steamship TACOMA, Captain  
P. A. WILSON, R.N.R., sailing at  
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TACOMA (Wash.), via KOBE and  
YOKOHAMA.

Through Bills of Lading issued to Japan,  
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DODWELL, CARILL & Co.,  
General Agents,  
Hongkong, March 3, 1897. 422

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P. A. WILSON, R.N.R., sailing at  
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## HONGKONG MARKET PRICES.

Corrected to Saturday, March 5, 1897.  
At 1020 Cash per Dollar Mexican.English, Local.  
Cash, Cash.

## Butcher Meat.

English, Local.	Cash.	Chinese Names.
Bacon, English, lb.	—	來路烟猪肉
" Am. Sugar cured, "	340	花旗烟猪肉
" Footlow, "	200	福州烟猪肉
" Japan, cured, "	240	日本烟猪肉
Beef sirloin & prime cut, catty	140	屠龍扒
" Corned, catty	140	鹹牛肉
" Roast, "	130	燒牛肉
" Soup, "	100	湯肉
" Steak, "	120	牛肉起
Bullock's Steaks, per set	60 60	牛腩
" Tongue (local), each	250	牛腩
" " corned, "	310	鹹牛腩
" Head, "	500	牛頭
" Heart, "	150	牛心
" Hump, Salt, catty	140	牛肩
" Feet, each	60 60	牛蹄
" Kidneys, "	60	牛腰
" Tail, "	100	牛尾
" Liver, catty	70	牛肝
" Tripe (undressed) catty	60 60	牛肚
Calves Head and Feet, set	500	牛仔頭脚
Lams, American, lb.	340	花旗火腿
" Chinese, "	—	金華火腿
" English, New, "	420	來路火腿
" Japan cured, "	480	日本火腿
" Shanghai, "	220	上海火腿
Mutton Chop, "	150	羊排
" Leg, "	150	羊腿
" Shoulder, "	120	羊肩
Pigs' Chittlings, catty	70 60	豬雜
" Feet, "	110	豬蹄
" Fry, "	160	豬雜
" Head, each	500 400	豬頭
" Heart, "	50 40	豬心
" Kidneys, pair	160	豬腰
" Liver, lb.	160	豬肝
Pork Chop, catty	180	豬排
" Corned, "	—	鹹猪肉
" Leg, "	190	豬腿
" Fat of Lard, "	140	豬油
Sheep's Head and Feet, set	350	羊頭脚
" Heart, each	50 40	羊心
" Kidneys, "	70	羊腰
" Liver, lb.	150 140	羊肝
Sucking Pigs, each \$1.75 \$1.25	—	生牛油
Suet, Beef, lb.	110	生牛油
" Mutton, "	100	生牛油
Veal, catty	130	生牛油

## Poultry.

English, Local.	Cash.	Chinese Names.
Chickens, catty	190	雞仔
Capon, "	210	雞
Ducks, "	160	鴨
Doves, each	—	鴿
Eggs, Hen, doz.	120	雞蛋
" Duck, "	110	鴨蛋
Fowls, catty	170	雞
Geese, "	100	鴨
Hares, each	600	兔仔
Musk Deer, "	\$3.00	黃麝
Partridges, "	450	野雞
Pigeons, "	250	白鴿
Pheasant, brace \$1.30	—	上海山雞
Rice Birds, doz.	—	木雀
Quail, each	140	沙雞
Snipe, "	170	沙雞
Turkeys, Cook, catty	500	火雞
" Hen, "	400	火雞
Teal, each	400	水鴨
Wild Ducks, pair	\$1.10	上海水鴨

## Fish.

English, Local.	Cash.	Chinese Names.
Barbel, catty	160	加魚
Bream, "	80	鯉魚
Bombay Ducks, 100 pieces	210	西味魚
Cotton Fresh Water Fish, catty	—	海魚
Carp, "	130	鯉魚
Catfish, "	—	赤魚
Codfish, Salt, "	80	鹹魚
Crabs, "	160	蟹
Cuttle Fish, "	80	墨魚
Dab, "	60	沙魚
Dace, "	90	黃魚
Dog Fish, "	—	灰倒沙
Hell, Conger, "	200	淡水鱸
Bel, Yellow, "	180	黃鱔
File Fish, "	—	刺皮魚
Frog, "	180	田雞
Fresh Fish, "	80	鮮魚
Gardoon, "	230	石斑
Gurnard, "	80	紅白魚
Herrings, "	130	白鱈
" smoked, box	—	鹹黃魚
Shad, catty	100	鱈魚
Labrus, "	120	黃魚
Loach, "	180	鱖魚
Lobster, "	180	龍蝦
Macarel, "	—	鱈魚
Mullet, "	110	鱈魚
Oysters, "	170	生蠔
Parrotfish, "	100	生蠔

English, Local.	Cash.	Chinese Names.
Parrot, catty	70	花邊
Pike, "	300	斑魚
Plaice, "	300	白魚
Pomfret, White, "	220	黑魚
Pomfret, Black, "	120	黑魚
Prawns, "	270	龍蝦
Ray, "	50	龍蝦
Rock Fish, "	70	石斑
Roach, "	—	馬友魚
Salmou, (Canton), "	240	鯊魚
Shark, "	50	鯊魚
Salt Fish, "	110	鹹魚
Skate, "	50	鯊魚
Shrimps, "	130	蝦
Snapper, "	160	立魚
Sole, "	160	提沙魚
Tench, "	—	左口魚
Turbot, "	130	左口魚
Turbot, small, fresh water, "	240	長魚
Whiting, catty	50	長魚
White Lait, "	30	長魚

## Fruits.

English, Local.	Cash.	Chinese Names.
Apples (Californian), catty	300	金山平果
" (Hawthorn), "	—	天降平果
" (Japan), "	—	日本平果
Jamunna, fragrant, "	30	山香蕉
" (brides), "	—	山香蕉
Chestnuts, Chinese, "	160	板栗
Cashew, "	100	楊子
Cocanuts, each	140	花生
Ground Nuts, catty	90	花生
Guava, "	170	鮮提子
Lemon, China, "	60	檸檬
" Peel, "	—	檸檬
Lichees, dried, "	260	荔枝乾
" Fresh, "	—	荔枝乾
Limes, "	—	檸檬
Mango, (Siam), each	—	芒果
" (Hawthorn), "	—	山香蕉
Mangosteen, dozen	40	山香蕉
Oranges, Sweet, catty	40	山香蕉
" Green, "	40	山香蕉
" Red, "	90	山香蕉
Olives, "	—	山香蕉
Pine-apples, each	50	山香蕉
Pears, catty	120	山香蕉
" (Hawthorn), "	120	山香蕉
Pumpkin, each	90	山香蕉
" (Siam), catty	160	山香蕉
Peach, (Sweet), "	—	山香蕉
Raisins, Muscatel, "	—	山香蕉
" Pudding, "	—	山香蕉
Water Chestnuts, com.	40	山香蕉
" Mandarin, "	60	山香蕉
Walnuts, "	130	山香蕉

## Vegetables, &amp;c.

English, Local.	Cash.	Chinese Names.
Artichokes, Shanghai, catty	50	上海洋竹
Beans, (French), "	120	荷蘭豆
" Long, "	—	荷蘭豆
Beet Root, each	20	荷蘭豆
Brinjals, Green, catty	40	荷蘭豆
" Red, "	30	荷蘭豆
Brassica, "	30	荷蘭豆
Bamboo Shoots, "	110	荷蘭豆
Cabbage, Chinese com.	20	荷蘭豆
Cabbage, Shanghai, each	50	荷蘭豆
Cauliflower, "	150 1.0	荷蘭豆
Carrots, catty	30	荷蘭豆
Celery, Chinese, "	40	荷蘭豆
" English, "	60	荷蘭豆
Chiloe Dried, "	130	荷蘭豆
" Red, "	130	荷蘭豆
Curry Staff, English, "	40	荷蘭豆
Cucumbers, "	—	荷蘭豆
Bitter Squash, "	50	荷蘭豆
Garlic, "	50	荷蘭豆
Ginger, young, "	50	荷蘭豆
Horseradish, Shell, "	120	荷蘭豆
Indian Corn, "	—	荷蘭豆
Lettuce, (English), each	10	荷蘭豆
Mushrooms, Fresh, catty	70	荷蘭豆
Onions, Lion, boy, "	20	荷蘭豆
" Green, "	20	荷蘭豆
" Shanghai, "	40	荷蘭豆
" Japan, "	40	荷蘭豆
Okra, "	140	荷蘭豆
Parley, English, bundle	10	荷蘭豆
Potatoes, Sweet, catty	20	荷蘭豆
" Shanghai, "	—	荷蘭豆
" Japan, "	20	荷蘭豆
" American, "	30	荷蘭豆
" Macao, "	30	荷蘭豆
Pumpkin, "	20	荷蘭豆
Purpline, "	—	荷蘭豆
Papaw, "	25 20	荷蘭豆
Radish, dozen	20	荷蘭豆
Rice, best quality, per picul	\$4.00	荷蘭豆
" Common, "	\$4.10	荷蘭豆
Shallots, catty	30	荷蘭豆
Spinage, (Chinese), "	30	荷蘭豆
Spinage, (English), "	30	荷蘭豆
Snake Gourd, "	40	荷蘭豆
Tozatoes, "	40	荷蘭豆
Taro, 20 lb	80	荷蘭豆
Taro, Punt, (Long), each	10	荷蘭豆
Vegetable Marrow, catty	—	荷蘭豆
" (Long), "	50	荷蘭豆
Water Cress, "	—	荷蘭豆

Wm. MACDONALD,  
Assistant Inspector of Markets.

## THE FAR-ESTERN QUESTION.

Peking Nov. 7, 1896.

What the stern lessons of the Japanese war failed to teach the rulers of China they do not intend to be taught by the Japanese. The wisdom of Li Hung Chang, in some respects, China may be said to have moved backward rather than forward during the last few years. The intervention of France, Russia, and Germany, though it saved her some territory, still left her stunned and panic-stricken, and the substantial proofs of gratitude offered to her by the two first-named Powers fill her with fresh alarm for the future. That having settled with them, temporarily at least, on what appeared to be easy terms, she has gradually regained her old self-confidence, with perhaps an added sense of her own importance derived from the new fact of European intervention on her behalf. French diplomacy, quiescent for the moment, declares that France has enough to do in consolidating her new frontier in Tongking and in expelling the Chinese from the acquired French territory in the north and Western China. Russia seems to be satisfied with the right of way through Manchuria for her great transcontinental railroad, the Chinese claiming even to have retained for themselves the right of construction and exclusive control over any section built across their territory. In this, as in other matters connected with her Far Eastern policy, Russia can probably afford to dispense with the secret treaties and conventions which were previously acquired to her. They may, indeed, represent with some accuracy her ultimate aims, but she has no need to precipitate events of which she can await the development in the consciousness of her growing strength. With regard to the intervention of the Manchurian line, it is obvious to any one acquainted with Chinese methods that China can never satisfy the conditions of general efficacy upon which alone any European Power would be disposed to acquiesce in her claims. The construction of an important section of a great Imperial railroad, the concession upon which the Chinese set so much store at the present moment, but the Chinese, however, Russian diplomacy can safely make it, as their own impotence can be almost infallibly relied upon to render it nugatory. For the moment, at any rate, the Tsungli Yamen seems satisfied that it has no special cause for apprehension from France or Russia. Germany's full of needs for her share in the possession of the Long-Lung Peninsula has not yet been filed, but the lukewarmness of her two partners in the Triple Alliance of the Far East tends to leave her to her own devices. As for the down within reasonable limits, as for the various questions still pending with England, such as the opening of the West River of Canton and the delimitation of the Burma frontier, China still finds herself too often at liberty to adopt a convenient attitude of indifference towards the Tsungli Yamen at Peking and the Chinese Legation in London, shifting the centre of procrastination as opportunity serves or necessity drives her from one point to the other. This doubtless represents the policy of expediency towards England which Li Hung Chang was reported to favour when he was in London, but it can hardly claim the title of novelty.

But it is not only the political outlook which has begun to lose its terrors for the Tsungli Yamen. They are now growing equally indifferent to the serious financial problems which confront them. Thanks mainly to the rivalry of foreign Powers they have been able to borrow still larger sums of money, and they are now so confident of their credit as to imagine their credit as to be inviolable. Whilst the proceeds of their loans are pouring into the Treasury, the payment of the Japanese indemnity, which the operation was primarily intended to meet, is represented by the central authorities as having been put off for a longer period of ready money than they have probably ever had in the past, and as in China there is nothing more lucrative for those who hold the purse-strings than the spending of public money, they do not feel called upon to take much thought for the morrow. In former times the officials in Peking had little to do with large Government contracts, and the splendid commissions, without which hardly any business can be transacted in a Chinese town, have now become the property of the great provincial viceroys like Li Hung Chang. But in this respect at least, the expediency of greater centralization seems to have at last dawned upon the Peking Government. About two years ago an Imperial edict was issued ordering the spending powers of provincial officials to be limited to the right they had hitherto enjoyed of pledging on their own account the credit of the State. Of late especially, the Tsungli Yamen has, moreover, displayed an increasing tendency to include within its attributes the kind of foreign Affairs of all business transactions with foreigners. The result was to be foreseen. If there was one lesson which the war might have been expected to impress even upon the Chinese mind, it was the uselessness of the best war vessels in the world without some sort of military organization. Yet the same folly has been repeated to day, and whilst no practical scheme has yet been conceived for the construction of a naval or military system, a million sterling has already been expended to the personal satisfaction, no doubt, of all the high officials concerned in the purchase of ships and arms. In fact, one of the reasons which have militated against Li Hung Chang's return to his Viceroy post at Tientsin is doubtless the fact that he might once more divert back into his own hands the many profitable branches of business which the Peking officials have recently annexed.

The appointment of Sheng Tsai as Inspector-General of Railways must be taken as an indication that the same spirit will infallibly preside over the railway schemes of which Li Hung Chang talked with so much enthusiasm in Europe. Few Chinese officials have had a more adventurous career than Sheng, for even the wide reaches of Chinese law have often proved dangerously small for his colossal appetites. Having steadily graduated and enriched himself in the school of Li Hung Chang, he threw over his old patron at the proper moment and is now soaring on his own wings. He himself would scarcely be contented to keep that he enjoys throughout China the reputation of being the most unscrupulous man of business his country has so far produced. These qualifications, perhaps, justify the hope that railways will really be built if he means to build them. They also testify the fact that they will be built chiefly for the benefit of Sheng Tsai and his powerful allies, whose connection he has purchased. So long as China refuses to place the management and control of her railways in responsible European hands, no new line she may build will only represent a larger scale of the jobbery and incapacity of which the one small line she at present possesses from Tientsin to Shan Hai Kwan affords a sufficiently instructive illustration. The few European engineers employed on this line continue to

keep it in working order, but their influence ends. The rest is chaos and corruption. Yet even under these conditions the line does a large and profitable business, albeit the lion's share of the profits goes straight to the pockets of a small gang of individual speculators. This is the line which is now being extended to the gates of Peking some 70 miles across the plain from Tientsin. It presents no engineering difficulties of any moment, and the construction is being pushed forward by the State out of funds specially scraped together for the purpose; possibly, one may safely predict, will go to the State. Nevertheless, it is the only line which will be connected with the sea will be a branch in the hitherto unassailable isolation of the capital, and from this point of view the Tientsin-Peking line in spite of all mismanagement, must prove a work of public utility.

## LATE TELEGRAMS.

NEW ARMY, ROMAN RIVER CORPS. Basing, Feb. 1. Mr. E. J. Fulton has been appointed Judge of the High Court, in succession to Mr. Justice Jackson, resigned.

THE WATERBURY CUP. Basing, Feb. 1. The Waterbury Cup has been presented to the High Court, in succession to Mr. Justice Jackson, resigned.

THE PARLIAMENTARY ELECTION. London, Feb. 2. The Parliament was opened by the retirement of Mr. C. H. Gordon, who was elected by Mr. B. H. Gordon, Conservative, with 1,845 votes against 3,977 votes polled by Mr. Baker, the Radical candidate.

THE BENGAL BOAT RACE. Calcutta, Feb. 2. The final round in the Bengal Boat Race, on Saturday was won by the Calcutta Club, after a most exciting struggle, from the Viceroy's Staff team.

INDIA AND THE QUEEN'S BIRTHDAY. Meetings are being held at various places to celebrate the Queen's birthday. The Hindus and Mahomedans are participating, and much enthusiasm is being evoked.

DEATH OF OFFICERS IN INDIA. Calcutta, Feb. 11. Colonel Hallfield died of bronchitis at 8 p.m. last night at his residence, Woodstock Hall, his illness dating from October. Col. Alexander James Hallfield, was A. D. C. to the Viceroy, and aged eighty-eight. He was one of our oldest residents and a thorough sportsman, an example his two sons follow.

THE LATE COL. HALLFIELD. The late Col. Hallfield was a distinguished military officer, and served in the Indian Army and Navy, special mention was made of Col. Hallfield's capture by the Duke of Wellington in the House of Lords, and by Lord Stanley in the House of Commons.

SCOTLAND. Feb. 13. Lieutenant Boggs, R. A., died this morning of enteric fever. He was a good all-round sportsman and eminently popular in his regiment.

THE CLAIM FOR DAMAGES BY THE TRANSVAAL. The London Evening Standard, the claim brought by the Transvaal against the British Government for the damages caused by the Turkish invasion of the Transvaal.

THE PARIS SANITARY CONVENTION. Feb. 21. It is officially announced that the Paris Sanitary Convention of 1885.

THE FUND FOR THE RELIEF OF THE FLOODS IN INDIA. The fund for the relief of the floods in India has reached £325,000.

THE CALCUTTA ATHLETIC MEETING. Calcutta, February 14. The Presidency Athletic Meeting was held yesterday. A long programme of 21 events was gone through. The entries on the whole were good and there was only one walk over for the Amateur Quarter Mile, which was won by N. Pritchard in 52 seconds, the same gentleman also winning the Hundred Yards Amateur Championship in 10 seconds and the 120 Yards Hurdles in 14 seconds.

THE CALCUTTA CHAMPIONSHIP. Calcutta, February 15. The Presidency Athletic Meeting on Saturday was one of the most successful yet held, with a record of 12 events. The entries were good, having been so fortunate as to win £4,000 on a race, he sent to London for a good wardrobe and became lessee of the same theatre in Dundee where he had first started as a mere lad. He ran this place for fifteen months, but was a financial failure, and he next joined the Dundee Heavy Artillery, where he was a very successful man to support the American tradition Theodore Hamilton. At about this time he met Charles B. Hicks of Georgia (Minister of Finance), who was engaged by him to assist in producing Uncle Tom's Cabin in Auckland, playing the part of Simon Legree, the villain. Six months after, Love lost his first managerial experience, taking charge of the Montagu Turner English Open Company for Mr. Dalus. When Mr. Dalus died Love stumbled across Harry Lyons, who was then a very successful manager, and converted into a producer. At Dundee he met Woodyear and his circus, and became advance agent. With him he stayed for 11 years, till Woodyear died in Calcutta in December, 1890. Shortly after he joined the Harrogate Circus, working as a manager till 1893, when Mr. Harrogate died in Singapore. He came on to Calcutta, where he had a most successful season and he visited the metropolis yearly since—a compliment to the reception he receives from the City of the Ditchers. He was married to Mrs. Harrogate in Singapore in November last, among showers of congratulations from his friends in all parts of the world.

MR. PHOENIX ENJOYS THE ENQUIRY. London, February 17. The South Africa Enquiry was opened yesterday. Mr. Cecil Rhodes, who was the first witness called, admitted, during the revolution with his purse and influence, except that Dr. James entered the Transvaal without his authority. He accepted the responsibility, and said he was greatly actuated by the belief that President Kruger was aiming at the introduction of German influence. Cross-examined by Sir William Harcourt, Mr. Rhodes replied bravely and sometimes angrily. He quoted the Dr. James' invasion as being similar to Dr. James' invasion, and which, though doubtless wrong, was generally approved.

PARROT MUSIC BOXES, Violins (fine models), Mandolins, and Strings of all kinds. W. Robinson & Co.

LENNE. What is that saying about the great oak growing from the little acorn? Oh, that isn't an oak any more; it's a chestnut.

30 New Flashes just arrived; best makers. Also Cabin and Transposing Flashes, guaranteed for the climate. W. Robinson & Co.

MANHATTAN. Mr. Grumpy, I have brought one of my dainties with me—a perfect gem if I do say so—Grumpy—Oh, how you picture! Mahalack—Thanks! I'll hang on the line if it's all the same to you.

## Intimations.

## G. FALCONER &amp; Co., JEWELLERS, WATCH-MAKERS AND OPTICIANS, QUEEN'S ROAD.

## CHOICE SELECTIONS OF LONDON-MADE JEWELLERY and ENGLISH STERLING SILVER WARE.

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Every Description of GENERAL PRINTING carried out UNDER EUROPEAN SUPERVISION.

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FROM THE MINNEAPOLIS BREWING COMPANY, U.S.A. IN CASES OF 4 DOZ. QUARTS or 6 DOZ. PINTS at \$13.00.

Our WATERBURY NICKEL WATCH will give you with every Two Cases BEER.

Family and Pocket Cork Pullers will be supplied, and Sample Bottles given to consumers.

BARRETTO &amp; Co., Sole Agents for the MINNEAPOLIS BREWING Co. Hongkong, 8th March, 1897.

MIR AND MRS BOB LOVE. The Calcutta Critic of the 18th January publishes in its series of popular people portraits of Mr. and Mrs. Robert Love, together with the following sketch of Mr. Love's life.

Who in Calcutta does not know the familiar faces of Mr. and Mrs. Love, which grace our columns this week? As Manager and Proprietors respectively of the Calcutta Critic, they have achieved a popularity here which hardly any professional have surpassed, by a steady devotion to business, a genial kind-heartedness and general bonhomie, and the presentation of a first-class show, every item of which bears the hallmark of merit. For a man, I think, have had a more varied career and one more moribund of incident than Bob Love. At eleven years of age he was thrown on his own resources and started life as a fly-boy in the office of the Otago Daily Times. At twelve he was apprenticed to a blacksmith, with whom he stayed for six years, and acquired the trade thoroughly. When the last two years of his apprenticeship he worked as a night hand in a theatre at Dunedin, New Zealand. At his conclusion he made up his mind to see more of the world, and so joined a Canterbury and Burlesque Company. Not having any talent to read or write, for two whole years he had to be taught his part like a parrot. Perseverance and a good memory, however, worked wonders and he soon came to be known as Iron-brain; his memory was so good. By dint of hard work he rose to a fairly good position in the company, after which he joined J. L. Hall, Harry Hall's father, to whom he eventually became stage manager. His enterprising disposition made him long to follow in his own shoes, having been so fortunate as to win £4,000 on a race, he sent to London for a good wardrobe and became lessee of the same theatre in Dundee where he had first started as a mere lad. He ran this place for fifteen months, but was a financial failure, and he next joined the Dundee Heavy Artillery, where he was a very successful man to support the American tradition Theodore Hamilton. At about this time he met Charles B. Hicks of Georgia (Minister of Finance), who was engaged by him to assist in producing Uncle Tom's Cabin in Auckland, playing the part of Simon Legree, the villain. Six months after, Love lost his first managerial experience, taking charge of the Montagu Turner English Open Company for Mr. Dalus. When Mr. Dalus died Love stumbled across Harry Lyons, who was then a very successful manager, and converted into a producer. At Dundee he met Woodyear and his circus, and became advance agent. With him he stayed for 11 years, till Woodyear died in Calcutta in December, 1890. Shortly after he joined the Harrogate Circus, working as a manager till 1893, when Mr. Harrogate died in Singapore. He came on to Calcutta, where he had a most successful season and he visited the metropolis yearly since—a compliment to the reception he receives from the City of the Ditchers. He was married to Mrs. Harrogate in Singapore in November last, among showers of congratulations from his friends in all parts of the world.

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## Intimations.

## PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS Commodious and Well-appointed HOTEL, situated at a height of 1,350 feet above sea-level, has just been thoroughly re-decorated, renovated and furnished, and a NEW WING has been built, which commands a magnificent view of the Harbour and mainland of China.

For further Particulars, apply to

THE MANAGER,  
New Victoria Hotel,  
Hongkong, November 24, 1896. 726

## THOMAS'S GRILL ROOM.

THIS Establishment has undergone extensive alterations. THE DINING ROOM being now upstairs, and a Large BILLIARD ROOM (having Two New Billiard Tables) being added to the Hotel.

A French Chef having been engaged, the Cuisine will be second to none.

## ROOFS FOR PRIVATE DINNERS.

Entrances:—In House Lane, Queen's Road, and Middle Street.

FREDERICK BISHOP,  
Manager,  
THOMAS'S GRILL ROOM,  
1969

## WINDSOR HOTEL, HONGKONG.

THIS Establishment, situated in the elegant Building known as 'CON-NAUGHT HOUSE,' offers First-Class Accommodation to Residents and Travellers. Passenger Elevator, from Harbour Hall to each Floor, in charge of experienced Attendant.

Favourable Arrangements made for Families and for Monthly or Extended Periods.

P. BOHM,  
Proprietor and Manager,  
Hongkong, November 24, 1896. 1907

## NEW VICTORIA HOTEL.

## ROTISSERIE.

Meats a la Carte.

CHOPS, STEAKS, etc., etc., at any time, between 7.30 a.m. and 11.30 p.m.

Monthly Boarders at Moderate Rates.

Madar & Farmer,  
Proprietors,  
Hongkong, September 3, 1896. 1786

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## Intimations.

## A WONDERFUL MEDICINE.

## BEECHAM'S PILLS

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WORTH A GUINEA A BOX.

FOR BILIOUS AND NERVOUS

SICK HEADACHE, LOSS OF APPETITE,

Disturbed Sleep, &c.

For females of all ages they are invaluable.

The 1/4 lb. boxes contain 66 Pills.

Price, 50 Cents a Box.

Prepared only by the Proprietor,

THOMAS BEECHAM, St. Helen's, England.

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THE CHINESE MAIL

報日字華

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It is the first Chinese Newspaper ever

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ANY Cast-off CLOTHING, BOOKS, or

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NEW SHADES AND PATTERNS

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In the following Statements and Tables

the Rates are given in cents, and are for

Letters per half ounce, for Books and

Patterns, per two ounces.

Newspapers over two ounces in weight

are charged at double rate, as the

charge may be, but such papers or packets

papers may be sent at Book Rate. Two

Newspapers may not be folded together as

one, nor may anything whatever be inserted

except bona fide Supplements of the same

paper and the same date. Printed mat-

terials, however, the postage of the

whole by mail at Book Rate. Postage

current may be paid either as Newspapers or

Books.

Commercial Papers signify such papers

as, though written by hand, do not bear

the character of actual or personal cor-

respondence, such as invoices, bills, copied

music, &c. The charge on them the same

as for books.

The sender of a Registered Article for a

Union Company may obtain an acknowledgment

of delivery on payment of an extra fee of

5 cents.

The limit of weight for Books and Com-

mmercial Papers for Foreign Post Offices is

4 lbs. Patterns for such offices are limited

to 8 ounces except to Austria, Belgium,

Bulgaria, Russia, Greece, Egypt, Italy,

Germany, Holland, Hungary, Mexico,

Peru, Portugal, Roumania, Salvador,

Spain, Siam, Spain, Switzerland, and

the United States, to which places 12 oz. (350

grams) is the limit, and must not exceed

these dimensions: 12 inches by 8 inches by

4 inches.

Counties of the Postal Union.

The Union may be taken to comprise all

civilized countries.

Postage to the United Kingdom.

Letters, 10 cents per 1 oz.

Post Cards, 4 cents each.

Registration, 10 cents.

Books, Patterns and 2 cents per 2 oz.

Comm. Papers, 2 cents per 2 oz.

There is no charge on redirected cor-

respondence within the Postal Union.

LOCAL POSTAGE.

The General Local Rates for Hongkong,

China and Tientsin (Canton excepted)

are:

Letters per 1 oz., 5 cents (1/2).

Post Cards, each, 1 cent.

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Books and Patterns, 10 cents each.

Newspapers, 2 cents per 2 oz.

Books, Patterns and 2 cents per 2 oz.

Comm. Papers, 2 cents per 2 oz.

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(c) Between Hongkong, Canton, and Macao

4 cents.

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1. All correspondence posted before 5

p.m. on any week day for addresses in

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tract Mail.

2. Boxholders who desire to send Circu-

lar, Dividend Warrants, Invitations, Cards,

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Hongkong, or the Ports of China, may

deliver them to the Post Office unattended

the postage being then charged to the

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3. Boxholders may also send Patterns

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